		NTSB ID: ANC98FA046		Aircraft Registration Number: N192AV	
		Occurrence Date: 05/14/1998		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place NOME	State AK	Zip Code 99762	Local Time 1525	Time Zone ADT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>HISTORY OF THE FLIGHT</p> <p>On May 14, 1998, about 1525 Alaska daylight time, a Cessna 208 airplane, N192AV, sustained substantial damage during an in-flight collision with terrain, about 5 1/2 miles northeast of Nome, Alaska. The airplane was being operated as a visual flight rules (VFR) scheduled domestic commuter flight under Title 14 CFR Part 135, when the accident occurred. The airplane was operated by Baker Aviation, Kotzebue, Alaska, as Flight 435. The certificated airline transport pilot, and five passengers received minor injuries. One passenger received serious injuries, and three passengers were not injured. Instrument meteorological conditions prevailed in the area of the accident. A VFR flight plan was filed. The flight originated at the Ralph Wein Memorial Airport, Kotzebue, Alaska, about 1402.</p> <p>The pilot stated that prior to departing on the accident flight, he obtained a weather briefing from the Kotzebue Flight Service Station (FSS) for the current, and forecast weather conditions at Nome, and Kotzebue.</p> <p>A review of the Kotzebue FSS telephone conversation tapes indicated the pilot called at 1337, and requested an abbreviated weather briefing for the current conditions at Nome, the terminal forecast for Nome, and the terminal forecast for Kotzebue for the next three to four hours. The flight service station specialist provided the current weather conditions at Kotzebue, and the Nome terminal forecast. Computer problems prevented the briefer from providing current conditions at Nome, or the Kotzebue terminal forecast. The specialist offered to provide the Kotzebue area forecast, but the pilot declined the briefing.</p> <p>After departure, the pilot indicated an obscured ceiling began to lower in an area about 70 miles south of Kotzebue. He said the airplane was in cruise flight at 4,500 feet mean sea level while en route to Nome. As the flight progressed southbound, the ceilings continued to lower, and the pilot said he descended to 2,500 feet. About 12 miles north of Nome, the pilot indicated he descended to 1,500 feet, and the visibility was between 3 to 4 miles.</p> <p>At 1515, about 6 miles north of Nome, the pilot of the accident airplane contacted the Nome Automated Flight Service Station (AFSS), and obtained an airport advisory. The Nome flight service station specialist reported the Nome airport advisory as: "...wind, 080 degrees, at 20 knots, favoring runway 09, altimeter 29.63; Nome weather, IFR, visibility 1 mile in light snow and mist, ceiling 1,000 feet broken, 1,500 feet overcast." At 1516, the pilot requested, and received, a Special VFR clearance to enter the Nome Class E airspace.</p> <p>At 1519, a second company airplane, (N9642F, operating as Flight 461), en route to Nome from Shishmaref, Alaska, contacted the Nome AFSS and requested a Special VFR clearance into the Nome Class E airspace. The pilot of Flight 461 was subsequently given a SVFR clearance after agreeing to</p>					
FACTUAL REPORT - AVIATION					

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NTSB ID: ANC98FA046

Occurrence Date: 05/14/1998

Occurrence Type: Accident

Narrative (Continued)

maintain visual separation from the accident airplane. The pilot of Flight 461 indicated he was about 5 to 10 miles behind the accident airplane. Upon arrival at Nome, he described the visibility as 3 miles.

As the accident flight progressed toward Nome, the pilot of the accident airplane said he descended to 1,000 feet, and the visibility began decreasing to 1 mile. The pilot indicated he was maintaining visual contact with a road that was located along the east side of Newman Peak (elevation 1,152 feet msl). The pilot said when the visibility decreased to 1 mile, he decided to begin a right turn back to an area of better visibility. During the turn, the pilot said he entered white-out conditions. He leveled the wings of the airplane, and applied engine power to begin a climb. The airplane then collided with the snow covered terrain of Newman Peak, about 850 feet msl. The location of the accident is about 1 mile north of the Nome Class E airspace.

After landing at Nome without seeing the accident airplane, the pilot of Flight 461 inquired by radio if any personnel at the Nome AFSS had heard, or seen the accident airplane. The answer was negative. At 1527, the pilot of Flight 461 alerted Nome AFSS personnel that he was hearing an emergency locator transmitter (ELT) signal.

The accident occurred during the hours of daylight at latitude 64 degrees, 33.364 minutes north and longitude 165 degrees, 17.420 minutes west.

CREW INFORMATION

The pilot holds an airline transport pilot certificate with airplane single-engine land, multiengine land, and single-engine sea ratings. In addition, the pilot holds a flight instructor certificate with airplane single-engine, multiengine, and instrument airplane ratings. The most recent first-class medical certificate was issued to the pilot on May 4, 1998, and contained no limitations.

According to the pilot/operator report (NTSB form 6120.1/2) submitted by the operator, the pilot's total aeronautical experience consists of about 3,713 hours, of which 362 were accrued in the accident airplane make and model. In the preceding 90 and 30 days prior to the accident, the report lists a total of 325 and 105 hours respectively.

The pilot completed his basic company indoctrination on January 26, 1998. He completed his FAA Part 135 check ride on February 2, 1998. The check ride included instrument procedures.

AIRCRAFT INFORMATION

The airplane had accumulated a total time of 5,574.3 hours. The airplane is maintained on an approved airworthiness inspection program (AAIP). The most recent Phase 1 mini-check inspection was accomplished on April 30, 1998, 80.9 hours before the accident.

METEOROLOGICAL INFORMATION

An area forecast for the southern Seward Peninsula, and eastern Norton Sound, issued on May 14, 1998, at 1145, and valid until 0000, was reporting, in part: "Clouds and weather; AIRMET for mountain obscuration. Mountains obscured in clouds, and precipitation, intensifying. Through 1800, 2,500 feet scattered, 4,000 feet broken, 12,000 feet broken, tops at 15,000 feet, widely separated layers above, tops 25,000 feet. Temporary conditions of 2,500 feet broken. Isolated ceilings below 1,000 feet, visibility 3 to 5 statute miles in light snow and mist. Beyond 1800, few clouds at 500 feet, 2,500 feet broken, 4,000 feet overcast, tops at 10,000 feet, visibility 5 statute miles in light rain and snow. Widely separated layers above, tops 25,000 feet. Temporary ceilings below 1,000 feet, visibility below 3 statute miles in light rain and snow, light snow and mist. Additionally, all points in the vicinity of Norton Sound, surface winds from the southeast

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Narrative (Continued)

at 20 knots. Outlook, valid from May 15, 1998, at 0000 to 1800; IFR, ceilings in rain, snow, and mist. Turbulence, isolated moderate turbulence from the surface to 6,000 feet, becoming temporary after 1800. Icing and freezing level, through 1800, temporary light rime icing in clouds, and in precipitation from the surface to 10,000 feet. Freezing level near the surface. Beyond 1600, light isolated moderate rime icing in clouds, and in precipitation, 1,500 feet to 15,000 feet. Freezing level, 1,500 feet."

An amended area forecast for the southern Seward Peninsula, and eastern Norton Sound, issued on May 14, 1998, at 1440, and valid until 0000, incorporated the following changes to the forecast: "...Additionally, all points, surface winds from the east to the southeast at 20 knots. Gusts of 30 knots through channels. ...Icing and freezing level, light isolated moderate rime icing in clouds, and in precipitation, 1,500 feet to 15,000 feet. Freezing level, 1,000 feet."

A terminal forecast for Nome, issued on May 14, 1998, at 0940, and valid from 1000 until 1000 on May 15, 1998, was reporting, in part: "Wind 120 degrees at 12 knots, visibility greater than 6 statute miles. Clouds and sky condition, 600 feet scattered, 2,000 feet scattered, 5,000 feet overcast. Temporary conditions from 1000 to 1200, wind 100 degrees at 15 knots, visibility 4 statute miles in light snow and mist, clouds at 800 feet broken. From 1200, wind 100 degrees at 15 knots, visibility greater than 6 statute miles, clouds, 1,500 feet scattered, 2,500 feet broken, 7,000 feet overcast. Temporary conditions, from 1200 to 1900, visibility 5 statute miles in light rain and snow, clouds at 2,000 feet broken, 4,000 feet overcast. From 1900, wind 100 degrees at 20 knots, visibility greater than 6 statute miles in light rain, clouds at 1,000 feet scattered, 3,000 feet overcast. Temporary conditions from 1900 to 1000 on May 15, 1998, visibility 5 statute miles in light rain and mist, clouds at 500 feet broken, 1,000 feet overcast."

An amended terminal forecast for Nome, issued on May 14, 1998, at 1340, and valid from 1400 until 1000 on May 15, 1998, was reporting, in part: "Wind 100 degrees at 15 knots, visibility greater than 6 statute miles, clouds and sky condition, 2,500 feet scattered, 4,500 feet broken, 7,000 feet overcast. Temporary conditions from 1200 to 1900, visibility 5 statute miles in light rain and snow, clouds at 2,000 feet broken, 4,000 feet overcast. From 1900, wind 100 degrees at 20 knots, visibility greater than 6 statute miles in light rain, clouds at 1,000 feet scattered, 3,000 feet overcast. Temporary conditions, from 1900 to 1000 on May 15, 1998, visibility 5 statute miles in light rain and mist, clouds at 500 feet broken, 1,000 feet overcast."

At 1511, a special weather observation at Nome was reporting in part: "Wind, 080 degrees at 17 knots; visibility, 1 statute mile in light snow and mist; clouds, 1,000 feet broken, 1,500 feet overcast; temperature, 34 degrees F; dew point, 32 degrees F; altimeter, 29.63 inHg."

COMMUNICATIONS

A review of telephone conversation tapes, and air-ground radio communications tapes maintained by the FAA at the Kotzebue FSS, and the Nome AFSS, revealed that the pilot of the accident airplane successfully communicated with the positions of In-Flight One, and In-Flight Two at Kotzebue, and In-Flight One at Nome.

A transcript of all communications between the airplane, and the Kotzebue FSS, and Nome AFSS, is included in this report.

AERODROME AND GROUND FACILITIES

The Nome Airport, elevation 37 feet msl, is located along the coast of Norton Sound on the Seward Peninsula. The airport is not served by an air traffic control tower, nor is any terminal area radar service available. The Nome AFSS is located on the field. The Nome airport has precision and nonprecision instrument approach procedures.

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Occurrence Type: Accident

Narrative (Continued)**WRECKAGE AND IMPACT INFORMATION**

The National Transportation Safety Board investigator-in-charge (IIC) examined the airplane wreckage at the accident site on May 15, 1998. A path of wreckage debris and ground scars from the first observed point of ground contact, to the wreckage point of rest was observed on a magnetic heading of 207 degrees. (All heading/bearings noted in this report are oriented toward magnetic north.)

The airplane struck slightly rising snow covered terrain. The first observed portion of airplane wreckage noted along the wreckage path, was a belly mounted cargo pod door. Additional portions of the airplane were located along the wreckage path that extended for about 362 feet. Wreckage items found along the path included portions of the cargo pod, several engine components including the engine mount, front windshield, engine cowling with a portion of distorted external exhaust stack, the nose gear, and the entire separated engine/propeller assembly. The main fuselage was lying inverted at the end of the wreckage path.

The wings and lift struts remained attached to their respective wing, and fuselage attach points. The leading edge of the right wing tip was torn, and crushed in an aft direction with some upward curling of the torn pieces of wing material. The entire outboard end of the wing tip was curled downward. The filament of the right wing position light bulb was intact and tightly coiled. The right aileron, and the right flap, were attached to the wing. The flap appeared retracted. The horizontal, forward facing portion of the pitot tube, installed on the underside of the right wing, was bent downward and aft.

The cabin fuselage was bent, and buckled inward along the upper right roof area, adjacent to the right wing carry-through.

The left wing exhibited minor denting. The left aileron and flap were attached to the wing and undamaged. The flap appeared retracted.

The elevator remained attached to the horizontal stabilizer. Both stabilizers appeared undamaged. The rudder remained attached to the vertical stabilizer, but both were crushed and bent about 90 degrees to the right, just above the upper surface of the fuselage.

The belly mounted cargo pod was fractured and broken away from the fuselage. The nose wheel assembly was broken away from the fuselage. The main landing gear remained attached to the fuselage. The forward, leading edge of the main landing gear fairings displayed aft crushing.

The separated engine/propeller assembly was located about 96 feet from the fuselage. The engine mounts/tubing were fractured and broken from their respective fuselage/firewall attach points. A portion of engine cowling remained attached to the engine. The accessory gear case remained attached to the aft end of the engine.

The three metal propeller blades, and the hub assembly remained connected to the engine. One propeller blade exhibited spanwise "U" shape bending. A second propeller blade exhibited spanwise aft bending, about 45 degrees. A third propeller blade was not visible, buried in the snow.

A separated portion of engine cowling and the external exhaust tube was located about 133 feet from the fuselage. The exhaust tube exhibited extensive crushing and folding. Examination of the edges of several of the metal folds did not reveal any evidence of cracking or breaking.

SEARCH AND RESCUE

Following the crash, search personnel were alerted that the accident airplane was overdue, and an ELT signal was being received. Search airplanes, and snow machines began looking for the accident

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Narrative (Continued)

site. The wreckage was located about 2 1/2 hours after the accident.

ADDITIONAL INFORMATION

Class G airspace (uncontrolled airspace), for noncommercial operators, allows VFR operations with 1 mile of visibility, and clear of clouds. Class E airspace (general controlled airspace), surrounding nontowered airports (Nome), allows VFR operations with 3 miles of visibility, and 500 feet below, 1,000 feet above, and 2,000 feet horizontal from any clouds. When the weather conditions deteriorate, Special VFR (SVFR) operations are permitted in the Nome Class E surface area. The surface area is depicted on the VFR sectional chart for the Nome area. It extends about 7 nautical miles east of the Nome VORTAC (12 miles east of the Nome Airport); about 3 miles north of the Nome VORTAC, about 4 miles north of the Nome Airport; about 6.5 miles west of the Nome Airport; and about 5.5 miles south of the Nome Airport.


Air traffic control (ATC) of the controlled airspace around the Nome airport for IFR operations, is coordinated by the Anchorage Air Route Traffic Control Center (ARTCC). When no IFR traffic is utilizing the airspace, the Nome AFSS issues traffic advisories to VFR traffic. Under a letter of agreement, and after the ARTCC releases the surface area, the Nome AFSS issues SVFR clearances to local traffic to provide a means of takeoff and landings without an IFR clearance. Once an airplane has been granted a SVFR clearance, no other airplane may operate in the surface area until the airplane has landed, or has traveled outside of the surface area boundary. An exception to the procedure may allow more than one airplane to operate in the surface area, if all participating air traffic agree to maintain visual separation from each other.


Title 14 CFR Part 135.203, VFR Minimum Altitudes, states, in part: "Except for takeoff and landing, no person may operate under VFR, (a) An airplane - (1) During the day, below 500 feet above the surface or less than 500 feet horizontally from any obstacle..." Part 135.205, VFR Visibility Requirements, states, in part: No person may operate an airplane under VFR in uncontrolled airspace (Class G) when the ceiling is less than 1,000 feet, unless the visibility is at least 2 miles."


Title 14 CFR Part 91.157, Special VFR (SVFR) Weather Minimums, states in part: "(a) ...special VFR operations may be conducted under the weather minimums and requirements of this section, instead of those contained in 91.155, below 10,000 feet msl, within the airspace contained by the upward extension of the lateral boundaries of the controlled airspace designated to the surface for an airport. (b) Special VFR operations may only be conducted - (1) With an ATC clearance. (2) Clear of clouds. (3) Except for helicopters, when flight visibility is at least 1 statute mile... (c) No person may takeoff or land an airplane (other than a helicopter) under special VFR - (1) Unless ground visibility is at least 1 statute mile..."

WRECKAGE RELEASE

The Safety Board released the wreckage, located in Nome, Alaska, to the owner's representatives on May 15, 1998. No parts or components were retained by the Safety Board.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC98FA046			
		Occurrence Date: 05/14/1998			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: Valley/Terrain Following					
Aircraft Information					
Aircraft Manufacturer Cessna		Model/Series 208		Serial Number 20800215	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tricycle					
Homebuilt Aircraft? No	Number of Seats: 10	Certified Max Gross Wt.	8000 LBS	Number of Engines: 1	
Engine Type: Turbo Prop	Engine Manufacturer: P&W	Model/Series: PT-GA-114	Rated Power: 600 HP		
- Aircraft Inspection Information					
Type of Last Inspection AAIP	Date of Last Inspection 04/30/1998	Time Since Last Inspection 81 Hours	Airframe Total Time 5574 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? Yes	ELT Aided in Locating Accident Site? Yes			
Owner/Operator Information					
Registered Aircraft Owner CESSNA FINANCE CORP		Street Address P.O. BOX 308			
		City WICHITA	State KS	Zip Code 67201	
Operator of Aircraft BAKER AVIATION INC.		Street Address P.O. BOX 708			
		City KOTZEBUE	State AK	Zip Code 99752	
Operator Does Business As:			Operator Designator Code: BAJA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operation Conducted: Unknown					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: ANC98FA046																																																																																	
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First Pilot Information																																																																																				
Name On File			City On File		State On File	Date of Birth On File	Age 36																																																																													
Sex: M	Seat Occupied: Left		Principal Profession: Civilian Pilot			Certificate Number: On File																																																																														
Certificate(s): Airline Transport; Flight Instructor																																																																																				
Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft?					Current Biennial Flight Review?																																																																															
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 05/04/1998																																																																															
<table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>34713</td> <td>362</td> <td>2650</td> <td>1063</td> <td>364</td> <td>185</td> <td>89</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>3056</td> <td>349</td> <td>2625</td> <td>431</td> <td>147</td> <td>105</td> <td>64</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>960</td> <td></td> <td>960</td> <td></td> <td>88</td> <td>20</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>325</td> <td>325</td> <td>325</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>105</td> <td>105</td> <td>105</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>7</td> <td>7</td> <td>7</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	34713	362	2650	1063	364	185	89				Pilot In Command(PIC)	3056	349	2625	431	147	105	64				Instructor	960		960		88	20					Last 90 Days	325	325	325								Last 30 Days	105	105	105								Last 24 Hours	7	7	7							
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? No																																																																													
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: VFR																																																																																				
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KOTZEBUE		AK		OTZ		1402		ADT																																																																												
Destination		State		Airport Identifier																																																																																
Same as Accident/Incident Location				OME																																																																																
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Type of Airspace: Class G																																																																																				
Weather Information																																																																																				
Source of Briefing: Commercial Weather Service; Flight Service Station																																																																																				
Method of Briefing:																																																																																				


 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC98FA046	
		Occurrence Date: 05/14/1998	
		Occurrence Type: Accident	

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
OME	1511	ADT	37 Ft. MSL	5 NM	215 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		1000 Ft. AGL		Visibility: 1 SM	Altimeter: 29.00 "Hg
Temperature: 1 °C	Dew Point: 0 °C	Wind Direction: 80		Density Altitude: Ft.	
Wind Speed: 17	Gusts:	Weather Conditions at Accident Site: Instrument Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Light			
Restrictions to Visibility: Blowing Snow; Fog					
Type of Precipitation: Snow					

Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers		1	5	3	9
- TOTAL ABOARD -		1	6	3	10
Other Ground	0	0	0		0
- GRAND TOTAL -	0	1	6	3	10

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	Occurrence Date: 05/14/1998	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) SCOTT R. ERICKSON		
Additional Persons Participating in This Accident/Incident Investigation: HUGH KEITH FAA-AL-FAI-FSDO ANCHORAGE, AK 99502 GREG HARDING BAKER AVIATION, P.O. BOX 708 KOTZEBUE, AK 99752		
FACTUAL REPORT - AVIATION		